May 9, 1984

THE CHALLENGE OF THE NORTH WEST PASSAGE

MAPS

Arctic Catalogue of Nautical Charts and Related Publications. Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa, February 1982.

Arctic Archipelago, Canadian Hydrographic Service, 1982.

Marked map (attached) Canada, showing Polar Ice Pack and possible routes through Arctic Archipelago.

INTRODUCTION

Attempts have probably been made to search for a North West Passage, north of the Americas from Europe since the end of the fifteenth century. It is possible that the Portugese, João Fernandez, 1492, and Gaspar Corte Real, 1509, and the Genoese, Sebastian Cabot, 1509 may have been the first to sail into the Atlantic Ocean entrance to the Passage. The first known attempts were made by Martin Frobisher in 1576, 1577 and 1578, and John Davis during the period 1558 and 1587.

The first successful passage was made by Raold Amundsen from 1903 to 1906, from east to west, in his ship,the Gjoa, 47 tons. The first successful passage by a Canadian was made by Staff Sergeant J. A. Larsen, R.C.M.P., in the R.C.M.P. Schooner St. Roch,197 tons, eastward in 1940 to 1942 and westward in 1944. The largest vessel to sail the passage was that of Humble Oil and Refining Co., SS Manhattan, 150,000 tons in 1969.

AIM

It is the aim of the writers of this proposal to sail the North West Passage from West to East, from Vancouver to Montreal, with two shallow draught, flexible inflatable boats, with a crew of sixteen (16) and a support team of ten (10) persons in the summer of 1985.*

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* If the first expedition is successful, it is possible that an attempt will be made to sail the North West Passage from East to West, from Montreal to Vancouver the following season.

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EXECUTION

It is proposed to fulfil the aim by:

(1) Following an approximate route from:

Vancouver	Barrow Strait
Inside Passage	Lancaster Sound
Gulf of Alaska	Baffin Bay
Bering Sea	Davis Strait
Bering Strait	Labrador Sea
Chukchi Sea	Strait of Belle Isle
Point Barrow	Jacques-Cartier Passage
Beaufort Sea coast line	St. Lawrence River
M'Clure Strait	Montreal
Viscount Melville Sound	

(2) Logistic support - caches at locations dependent on fuel range.

PERSONNEL - LEADERSHIP

The leader of the expedition is Mr. A. T. Richards and the deputy leader is Mr. R. P. Carlyon, both of whom are from Calgary, Alberta.

Mr. Richards served in the South African Navy for seven years and was released in the rank of Petty Officer/Engine Room Artificer. He holds an International Mariners Boatswain award in seamanship, which entailed being involved in maritime search and rescue operations, sailing a boat under canvas, single-handedly, around the Cape of Good Hope. He has been part of and has led expeditions in southern Africa. In 1969/70, he participated in an expedition to the Antarctic to build a weather station for the South African government. In 1975, he spent the summer season as chief engineer in the Geophysical Services Incorporated seismic ship, Mariner, in the Beaufort Sea, and was in charge of all related Zodiac boat operations. In 1984, he joined the Canadian Forces Naval Reserve as a Petty Officer/Engine Room Artificer.

Mr. Bob Carlyon comes from a naval family and has spent much of his life involved in the navy. He served in the Navy League Cadets from 1969 to 1971 and the Royal Canadian Sea Cadets from 1971 to 1976. He has served in the Royal Canadian Naval Reserve from 1973 to the present time and holds the rank of Petty Officer Second Class/Cook. He has taught sailing and water safety in the Navy League Cadets for three years. Cook by trade, he attained the ship's diver qualification in 1982 in Canadian Forces Base Shearwater, Nova Scotia, and has since been involved in diving operations on the West Coast and in some inland lakes. As a ship's diver, he has operated Zodiac boats and has directed water safety training. He has been employed at the Baker Memorial Centre, Government of Alberta, for five years in the dietary department as a Cook II.

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The expedition general manager and the assistant expedition manager are Mr. P. M. F. Preston and Mr. H. R. Carlyon both of Calgary, Alberta.

Mr. Preston served for ten years in the Royal Navy and was released in the rank of Leading Telegraphist. He was commissioned in the Royal Canadian Artillery in 1952 as a Second Lieutenant and transferred to the Royal Canadian Air Force in 1954, as a Flying Officer (Lieutenant) ground instructor. He also served as a field officer in air defence and search and rescue operations north of 60° North in northern Alberta, northern British Columbia and the Yukon Territory. He was a teacher/principal and a militia officer for twenty years in Alberta. He is now a retired teacher and a Captain in the Canadian Forces Medical Services, Supplementary Reserve.

Mr. Ray Carlyon served in the Royal Canadian Navy from 1949 to 1964 and was released in the rank of Petty Officer First Class. He began his industrial sales career in 1969 and has been Territory Manager for Economics Laboratory for the past twelve years. Mr. Carlyon also served the Royal Canadian Naval Reserve from 1964 to 1978 and retired in the rank of Chief Petty Officer First Class. He joined the Navy League of Canada, Captain Jackson Cadet Corps, as Executive Officer in 1980 and was promoted to command the Corps in the rank of Acting Lieutenant Commander, serving until November, 1983.

PERSONNEL - CREW

The personnel of the expedition will be selected on the basis of qualifications, experience, interest and enthusiasm. Listed below are the crew required to man the two boats:

- 1 expedition leader/diver
- 1 deputy leader/diver/training and safety co-ordinator
- 1 logistics co-ordinator
- 1 field operations co-ordinator
- 2 navigators
- 2 doctors
- 1 radio operator/technician
- 1 marine motor mechanic
- 1 nutritionist/cook
- 1 expedition secretary/historian
- 2 expedition photographers
- * media personnel

Support personnel will consist of:

- 1 expedition general manager
- 1 assistant expedition manager
- 1 lawyer
- 1 public relations officer
- 1 secretary/historian
- 1 treasurer
- 1 fitness co-ordinator
- 1 base stores supervisor

*Provision will be made for the inclusion of media personnel on the expedition.

MATERIEL

Boats: 2 inflatable, flexible skin boats. The overall length of each boat is 7.00 m (23') and the overall width is 2.88 m (9'5"). Capacity is 20 persons; 3000 kg (6600 lb.) equipment.

Motors: Boats will be propelled by twin outboard motors, each 185 horsepower.

Expedition and personal equipment will be listed later. Both boats will carry sufficient equipment, food and fuel to move through each stage of the expedition. Re-supply points will depend on the fuel range and carrying capacity of the pair of boats and will be worked out by the navigators and logistics co-ordinator prior to departure.

ESTIMATED SPENDING

Equipment	$116,600.00
Perishables	90,500.00
Administration	41,500.00
Total	$248,600.00

PREPARATION

	Stage	Progress
a)	Approach the Commander, Canadian Forces Base, Calgary, for advice on involvement of the Forces in the expedition.	Advised to contact Member of Parliament, as he can only act on authority of a superior formation headquarters.
b)	Approach the Commanding Officer, H.M.C.S. Tecumseh for advice on involvement of the Navy in the expedition.	In process - received a positive reception.
c)	Approach the Member of Parliament for Calgary South, Mr. John Thompson, for advice on Government of Canada support.	In process - Department of Science and Technology - Department of National Defence. - Department of Sport and Fitness
d)	Recruit team.	In process - 80% completed.
e)	Obtain legal advice.	In process.
f)	Approach major corporations for financial sponsorship.	In process - Result: Logistic support offered from their base on Melville Island by PanArctic Oils Limited.

Stage	Progress
g) Approach boat manufacturers for use of their equipment and support.	Done: Zodiac Inflatable Technologies Inc. have committed full support.
h) Approach motor manufacturers for use of their equipment and support.	Done: Outboard Marine Corporation of Canada Limited have committed full support.
i) Approach universities on scientific research.	Done: Arctic Institute of North America, University of Calgary.
	Done: Boreal Institute, University of Alaska
j) Approach government agencies.	Done: 1. Department of Oceans and Fisheries regarding information on ice conditions and maps in the Arctic.
	Done: 2. Bedford Institute of Oceanography - exploratory request.
	Planned: 3. Government of the North West Territories for expedition license.
k) Prepare logistics plan.	In process.
l) Team familiarization.	In process.
m) Team training.	Begins summer of 1984.

TRAINING

Several preliminary training sessions will take place at Lake Minnewanka, Banff National Park, during the summer of 1984. The purpose of this is to familiarize the team with each other and the equipment to be used. Both onshore and afloat procedures will be studied and practiced.

In the fall of 1984, a training expedition is planned to take place in Vancouver, British Columbia, and in the Inside Passage.

CONCLUSION

Why sail the North West Passage? Why sail in 1985?

a) It has never been done before as planned.

b) It will be a Canadian first, done in Canada, by Canadians.

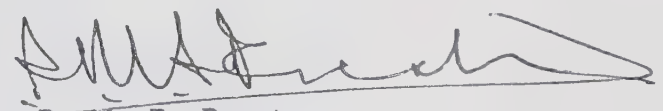
c) To contribute to the exercise of Canada's sovereignty in Arctic waters.

d) To contribute to the celebration of the seventy-fifth anniversary of the Royal Canadian Navy.

e) To provide an opportunity for senior persons to participate and bring their experience and knowledge into the challenge.

f) It will give the team members a better knowledge of our Northern Frontier, which can be passed on to all Canadians.

The expedition is planned for the summer of 1985.



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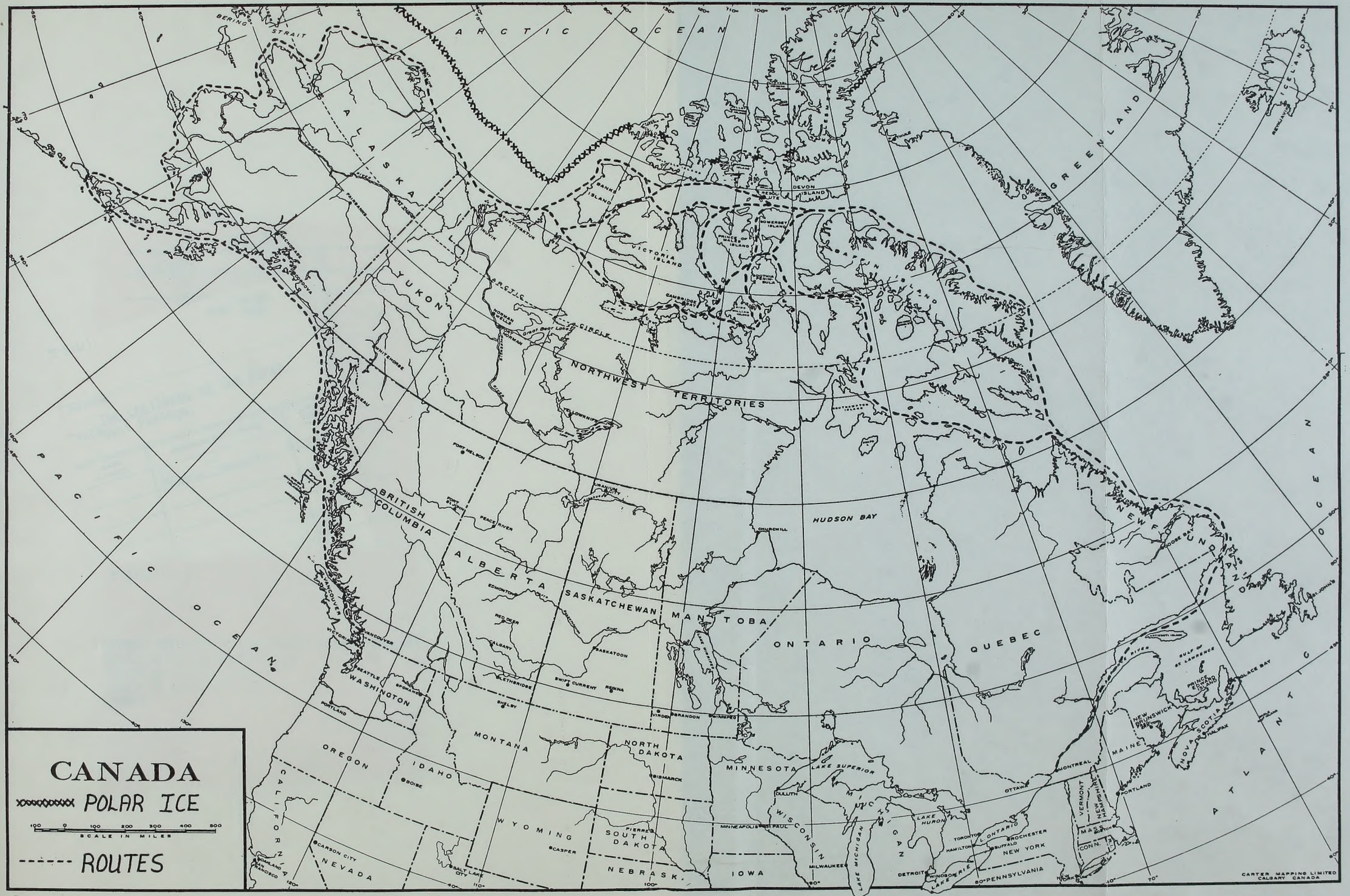
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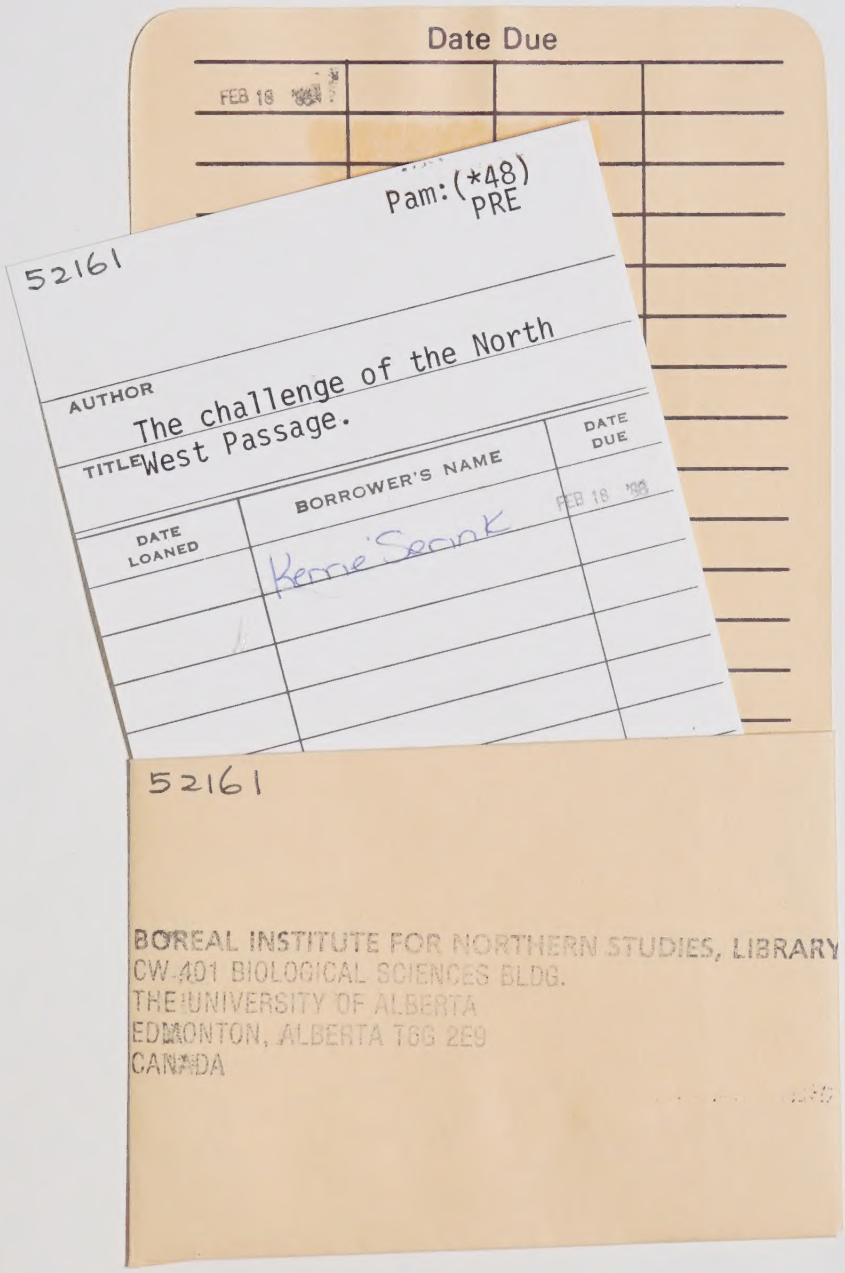
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